

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

RTIP ID# <i>(required)</i> TDR64				
TCWG Consideration Date: September 28, 2008				
Project Description <i>(clearly describe project)</i> The project consists of a five level parking structure in the City of San Bernardino. The project will serve the existing Metrolink Station at the Santa Fe Depot location and will be used almost exclusively by commuters and other riders using Metrolink. The project is located between 3 rd Street and 2 nd Street, just east of Mount Vernon Avenue in the City of San Bernardino. The parking structure will be open and naturally ventilated. It will accommodate approximately 350 vehicles.				
Type of Project <i>(use Table 1 on instruction sheet)</i> Bus, rail, or inter-modal facility/terminal/transfer point				
County San Bernardino	Narrative Location/Route & Postmiles Parking structure would be located on the opposite side of 3 rd Avenue across from the Metrolink Station at 1170 West 3 rd Street, San Bernardino Caltrans Projects – EA# NA			
Lead Agency: City of San Bernardino				
Contact Person Robert Eisenbeisz, P.E.	Phone# 909-384-5203	Fax# 909-384-5573	Email eisenbeisz_ro@sbcity.org	
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 X PM10 X				
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
Categorical Exclusion (NEPA)	EA or Draft EIS	FONSI or Final EIS	X PS&E or Construction	Other
Scheduled Date of Federal Action: May 1, 2009				
NEPA Delegation – Project Type <i>(check appropriate box)</i>				
Exempt	X Section 6004 – Categorical Exemption	Section 6005 – Non-Categorical Exemption		
Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start		Completed	N/A	6-1-09
End		Completed	N/A	11-1-10

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

The Metrolink Parking Structure will provide approximately 350 spaces for commuters using the Metrolink trains at the Santa Fe Depot in the City of San Bernardino. The Metrolink station attracts commuters in the region and contributes to the reduction of pollutant emissions. The "Traffic Impact Analysis Report for the Historic Santa Fe Depot Renovation Project," (Transtech Engineers, Inc., April 5, 2002) identified that there would be a shortfall of 286 parking spaces by 2010. Therefore, the project is designed to provide the needed parking spaces for the commuters using the Metrolink terminal.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

To the north of the site is a parking lot and the Metrolink station. General commercial buildings are located to the east of the site. Directly south of the site is a community park, referred to as Viaduct Park, although this land is zoned General Commercial. The land to the west of the project site is residential, but it is zoned General Commercial. Farther to the north is a railyard, and 3 blocks to the west is a trucking facility. The railyard and trucking facility are a major source of diesel traffic in the area.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

The parking structure will have about 350 spaces, and it is estimated that only 1 vehicle will use a space each day since the parking is intended for commuter use. Therefore, the AADT generated by the project will be 700 (350 in and 350 out). No trucks will use the facility other than pickup trucks that might be used by commuters. No specific traffic study has been prepared for this project, however, a traffic analysis has been prepared for the area. The nearest intersection to the project and the intersection that will be used primarily by the parking structure is 2nd Street and Mount Vernon Avenue. The "Traffic Impact Analysis for the Uptown/CCN Redevelopment" (prepared by the LSA Associates, March 29, 2004) shows this intersection at LOS D, and the report includes the parking for Metrolink station. A "no build" without the parking structure LOS is not provided.

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

The AADT generated by the project will be 700 (350 in and 350 out). No trucks will use the facility other than pickup trucks that might be used by commuters. No specific traffic study has been prepared for this project, however, a traffic analysis has been prepared for the area. The nearest intersection to the project and the intersection that will be used primarily by the parking structure is 2nd Street and Mount Vernon Avenue. The "Traffic Impact Analysis for the Uptown/CCN Redevelopment" (prepared by the LSA Associates, March 29, 2004) shows that this intersection will remain at LOS D for 2025. No other forecast years are available.

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

N/A

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

N/A

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

None.

Comments/Explanation/Details *(attach additional sheets as necessary)*

The project is designed to facilitate parking for Metrolink and thereby encourage the use trains for commuting. The project will not have any effect on diesel truck traffic in the area, and therefore, will not increase particulate concentrations.